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 Objection to the patentability of US. 5,806,917

FAX RECEIVED

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GROUP 3000

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Fact of #10

Mr Jason Morrow
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 USPTO
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3-page plus two enclosures
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Unofficial

10/14/98
 Objection to the patentability of US. 5,806,917
 Examination report of Oct. 8, received Oct. 22
 Patent Appl No. 08/860,182
 PCT/DE 96/02120 (DE 195 43 706 A1)

Dear Mr Morrow,

11/06/98

Thank you for your advices and efforts for explanation.

USPTO should acknowledge the result of your examination ref. to Chap. 19 in pp. 11, inapplicability of US. 5,806,917, which will be attached to my coming letter/fax, and annul the patentability because

its filing date of Dec. 22, 1995 is

- over one month later than the priority date of Nov. 17, 1995 of my Patent Appl. No. 08/860,182 filed in DPA (German Patent Office), PCT/WIPO Nov. 07, 1996 and USPTO June 22, 1997, long before the date of US. 5,806,917 patent of Sept. 15, 1998, stated by Diana Biefeld and Richard B. Lazarus ref to their letter of Nov. 26, 1997; and
- two years later than the priority date of Dec. 09, 1993 of my pending Patent Appl DE 4342038 A1 filed in DPA, published June 21, 1994, whose hinge 5.2, 5.2B for front or rear door is equipped with interlock device comprising a rivet 5.6, 5.7B and a mating receptacle such as oblong hole, hole or orifice.

Please inform the officers in charge thereof and me the official decision of USPTO.

In contrary to your remark "lack of skill" in Chap. 21, I am proprietor of an European Patent EP 0844939 B1, four German Patents DE 19615785 C1, DE 19636167 C1, DE 19711392 C1, DE 19549378, several PCT- and German, US, EP- and Canadian Patent Applications in order to ensure, enhance survival chance, increase stiffness of seat, passenger compartment as well as cut costs etc. Unlike any standard patent doc. having a single invention, 1 to 10 claims and a lengthy period for being granted I always file each patent application having a high number of inventions and claims between 30 to 50 in order to resolve a general problem and close loopholes. However, three patents have been granted within 11 months by the German Patent Office, which will grant patent on three pending within one year at the next hearing. If you are not aware of the difficulties to being granted patent on German Patent Appl I may refer to the patent-granting procedure of nine years on VW's DE 3306434 C2 having 6 Claims and eleven years on GM/Opel's DE 2518710 C2 having 4 Claims. My 14th Patent Appl. is on preparation.

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Objection to the patentability of US. 5,806,917

Please review my Patent Appls/Docs already filed in USPTO to determine my skill::

PCT	WO	date of filing	DE	CA	US	EP
DE96/01376	97/06974	07.08.95	19530219	2,230,721	xx	0844939 B1
DE96/02120	97/18964	17.11.95	19543706	2,220,872	08/860,182	0869878
DE97/00715	97/39937	22.04.96	19615985 C1	xx	xx	
DE97/01939	98/09863	06.09.96	19636167 C1	2,236,816	xx	
DE98/00694	/	19.03.97	19711392 C1	xx2	xx1	
DE98/	/	11.11.97				

xx = already filed; xx1 = filed in USPTO, and with all paper work to you, if I can complete within one to two weeks

Beyond doubt, I owe the knowledge of patent-prosecuting procedure and patenting to the willingness of Examiners of DPA, EPO (European Patent Office) and WIPO, *supplied with my accident reports substantiating failure of prior art and with evidences therefor in compliance with Technical Mechanics/FEM*, to teach me characterized with acknowledging errors and being eager to further learn. Furthermore, they are convinced by patentability, novelty and applicability of my inventions to ensure, enhance survival chance and cut manufacturing and costs. Upon inapplicable inventions no aid can be expected! I've just submitted my 53-page report "A million injuries and \$ billion loss per year due to failure of prior art and insufficient R&D work" to EU-Commission, US- and Canadian Minister of Transport and the US-Congress investigating the road rage, upon my request to The Honourable Rodney Slater to forward, in order to reduce injury-severity levels in relation to loss and costs. Passenger ejection is resulted from failure of seat belt, door lock and interlocking devices thus detaching (disengaging) door subjected to great force of passenger being laterally accelerated. My research on door detachment in real accidents ended up in the conclusion of failure of prior art, which is substantiated by the load cases in compliance with Technical Mechanics. If severe/fatal injuries were due to door detachment of a brand-new BMW at speed lower than 80 km/h in a collision against a tree outside of Wiesbaden, *something is wrong with BMW's* US 5,518,290 (EP 062940 A1, DE 4330620) Budd's 4,307,911, US. 5,806,917 etc. A revised description will clarify this case. This report will be attached to my coming paper work. See the cover page. Moreover, who wishes to be the next victim in accident?

Parentheses are put into use in my patent appls./docs after having being instructed by PTC-examiners.

US- and non-US patent docs differ from each other, e.g US 5,297,841 and EP 0659 601 A1 despite the *same invention* of Siedlecki from Ford. The US-Claim Nr 6 consists of 8 columns, whereby the EP-Claim Nr 6 of 5. The Oxford phrases are *always shorter!* Having worked nine years for an American Corp. and a Green Card under my Indonesian name, I had to avoid American long phrases in my Patent Appls/Docs by securing the help and service of an Oxford Graduate Stuart Forbes who has reviewed and revised all my translations as well as Claims, which are absolutely clear and concise. My goal was to have only a single English Patent Appl./Doc. with few different phrases submitted to USPTO, CIPO and British Patent Office, which receives a revised one without the term "said" etc.

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Objection to the patentability of US. 5,806,917

After having thoroughly studied the US patent docs. and discovered the term "said", whereagainst you are, in Townseed's 5.806.917, Ford's 5,480,189, 3,860,258. MB's 5,284,360, GM's 5,536,060 etc. I refrain myself from securing the service of any patent attorney by americanizing the terminology: ejected from (passenger ejection, seat ejector, hurled out of), passenger compartment (vehicle body, vehicle structure), uniform (you find it in FEM books, constant), clamping means (interlocking assembly, engaging pair > "pair" contradicts to Oxford as well as Webster?), arbitrary (you find it in FEM books) collision (any collision, all types of collision) spatially (not plane, you find it in FEM books) S-shaped (generally S-shaped).

Ref. to Chap. 7, should I deliver

- only an affidavit for all foreign patent appls/docs and/or publications; or
- an affidavit, all foreign patent appls/docs and publications?

Contrarily to Chap. 8, according to PCT treaty examiners of DPA, EPO and PCT must execute the examination of a patentability by comparing with prior art world-wide, such as DE-, EP-, US-, French, British, Jap- Patent Docs/Apps., in order to avoid e.g. the case regarding US. 5,806,917.

Due to Volvo's DE 2246077 C2, BMW's DE 3301708 C2 and Porsche's DE 4405904 C1, DPA has objected to grant patent on MB's DE 4326396 A1, in contrary to USPTO having granted patent on the patent family member US Pat. No. 5,492,193.

USPTO should make all foreign Apps/Docs, in particular German, French, British, European, Japanese Patent Apps/Docs available to US-inventors, proprietors and patent attorneys, who would object to any decision of DPA and EPO for granting patent on German and European Patent Apps by *solely* excluding US Patent Apps/Docs or making them unavailable for the general public. Please consider the violation of PCT treaty! I will provide USPTO with the other German and European patent apps/docs.

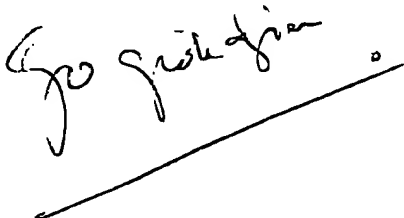
Legend "Prior Art / Stand der Technik" will be designated on those Figs. in Chap. 2 with the exception of Figs. 2, 2A and 18 showing features.

Hopefully, you would not object to my qualification for being my own patent attorney and patenting my own inventions without teaching any patent attorney.

DE 195 43 706 A1, whose cover page is attached, DE 4342038 A1, the translation in English as well as the last version, which is examined on patentability, a double-spaced revised 08/860,182, printed and stored in a disk, and paper work will be forwarded to you for your review, if I may beg for your help.

Thank you for your help and efforts in advance.

Sincerely



Dr. Go

Attached

cover page of DE 195 43 706 A1 showing the filing date of 17 Nov. 1995

(Offenlegungstag: 17.11.95)

cover-page of 53-page report "A million injuries and \$ billion loss per year due to failure prior art and insufficient R&D work"